

Why I Ride A Columbia!

BECAUSE it gives me a feeling of supreme satisfaction.

BECAUSE it gives me a sense of absolute security.

BECAUSE it is the easiest wheel to ride.

BECAUSE it wears better than any other wheel.

BECAUSE it costs me nothing in repairs.

BECAUSE it suits me in every particular.

BECAUSE I consider it the best wheel in the world.

POPE MFG CO.,
J. Hart Brittain, Local Mgr.,
452 Pa. Ave.

COLUMBIA
RIDING ACADEMY,
22d and P Sts.

BIKE FAD TAKES TO WATER

Aquatic Wheel Is the Latest Thing in the Push.

CALL IT A HYDROCYCLE

It Was Launched Yesterday and Kept the River Men Guessing as to What Kind of an Animal It Was—Makes Fast Time and Is Easy to Pedal: Created a Sensation on the River.

With mouth agape and eyes wide open the crew of the ship William C. Tauber, on her way up to her wharf in Georgetown, looked over the bulwarks yesterday evening and stared at a queer contrivance moving rapidly around on the surface of the water and ever and anon circling the moving vessel.

Bill Bove, able seaman and on his fortieth voyage, latched up his trousers, and quoth: "Faint a sea serpent, but shiver my timbers what air she!"

"The a tarped boat, you lubber," said a messmate.

"Tarped boat, your Aunt Mitty," scornfully exclaimed a third, as the ship drew alongside of the queer vessel, "this one o'

the machine. Upon the catamaran is fixed a modification of the bicycle idea. A seat fashioned like an ordinary cycle saddle, supported on a frame, is where the rider goes. In front of him is a cow-hand bar, nicked and cork handled, which controls the steering apparatus.

CHAIN AND SPROCKET.

Below the seat are the pedals, connected on a shaft with a sprocket wheel. The chain which transmits the motion from the pedals to the source of resistance runs like an ordinary cycle chain. A large paddle wheel in two compartments, around which the fan-like paddles are arranged in alternate order, is the propelling power. When the pedals are moved the chain moves the wheel, and the paddles pushing against the water acts as levers, and move the entire machine along.

A wheel-house completes the details, and besides acting as a protection to the rider from the water, keeps the paddles from being injured. A feature which Constructor Shook has added to the original plan of Inventor Moulton will appeal to the younger folk.

What the tandem cycle is to the young people who delight to be near each other in their hand travels, so will the improved hydrocycle be to the romantic young people when on these water excursions. There is a fascination about riding together in steady rounds on a tandem, but to be alone with her on a moonlight night upon the quiet river will certainly appeal to every lover. With a view to helping the young couples Mr. Shook has placed a sleek-like arrangement in front of the cycle seat

AMONG LOCAL ATHLETES

Doings of Amateurs on the Water and Afield.

REVENUE CUTTER LAW

Potomac River Regatta—Crews Well Matched Ready to Meet All Comers. Swimming Exhibition—C. A. C. Open Meet in October—Potomac and Annapolis Put on Finishing Touches.

Before another issue of the Sunday Times the annual Potomac River Regatta will have become a part of aquatic history and the "city" and "and" will be discussed on boat-house balcony and float, and the regatta, like the child's Christmas, will be as far as ever. Saturday next is Regatta Day.

Unless the mail bearing date of yesterday, the date of closing entries, comes in with out-of-town entries, there will be fewer foreign crews next Saturday afternoon than ever before, and the local crews will have a good opportunity of testing their respective and relative strength in the several events.

It is expected that the Annapolis and Baltimore Athletic Clubs, both of Baltimore, will send crews in four and eight to defend the cups won by them last year.

The lack of money in the clubs throughout the country is one of the reasons why there are so few, comparatively speaking, crews entered in the several annual fixtures.

The event here has always been a very attractive one for out-of-town crews, mainly because of the splendidly courteous manner in which they are treated by our local rowing men.

On account of the intensity of the season's opening, as well as on account of the bicycle mania, the local crews were until a short fortnight ago in no way qualified to compete in an open regatta.

Since the men have realized that something must be done and they buckled down to work, and with the polishing process that comes with this week's work they will make a very creditable showing against one another and against all comers.

Large numbers of friends of the various crews and members of the clubs are daily visitors to the respective boat-houses, and on the bridge, to see the crews in practice and to secure tips on their work on which to plant their cash in backing their favorites.

At present it is impossible to even conjecture which of the local crews is most likely to win this or that event, and it is made all the more difficult because the three clubs have not made entries in all the events.

The regatta committee is putting in lots of work on the details of the regatta, and will in a day or two have gotten in shape to be ready to run off the event. Gordon S. Carrigan, commodore of the Schuylkill Navy, will be umpire, and his selection stands for fairness and impartiality.

The regatta committee will hold an important meeting at the Annapolis Boat Club tomorrow evening.

The effort to secure funds to defray the expenses of the regatta by means of holding a joint excursion on Monday evening last met with more or less success. When all the returns are in the committee will be better able to say how near the necessary amount has been secured.

REVENUE CUTTER LAW.

Under the provisions of an act of Congress to provide for the safety of passengers on excursion steamers, and which applies to regattas as well as to other boats, especially approved May 19, 1896, and first put in operation at the big Varsity regatta at Poughkeepsie this summer, the regatta committee will make an effort to secure the presence of a revenue cutter on the river during the regatta.

The act of Congress in full is as follows: Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to provide for the safety of pas-

Take no chances.

If you need a doctor, consult the BEST.

Life's too precious to take chances on it with incompetent physicians. Nine times out of ten you will be made worse by them. If you need a physician at all, you need the very best that can be had.

DR. YOUNG

Has made a life study of Chronic Blood, Skin and Nervous Diseases. He knows what to do for you and how to do it. Every day brings to light some marvelous cure at the hands of this specialist. His methods are the latest; they are speedy and efficient, and prompt in effecting a cure. Dr. Young treats all the most stubborn cases of the Brain and Nervous System, Stricture, Gonorrhea, Syphilis, Eczema, Scabies, Catarrh, Asthma, Hay Fever, Croup, Whooping Cough, and all affections of the Kidneys and Bladder. Head, Stomach, Symples, etc. No charge for consultation personally or by letter. Dr. Young can be seen daily at his office, No. 700 Potomac street northwest, corner O. from 10 to 5; Wednesday and Saturday evenings, 7 to 9; Sundays, 10 to 12. Consultation free and confidential. Charges low and within the reach of all.

will then be in preparation for the general season.

It is now assured beyond a doubt that the club will give one of the old time and always enjoyable track and field meets at Columbia Field early in October, open to all amateurs.

It will again bring to this city the fast and well-known athletes from the best clubs of the country, and then the class of athletics will again have had a boom and a new life.

It will be remembered that the Columbia track on Annapolis Island, in October, 1890, in the open championships, two new records were made, J. Owens, Jr., first made there the 9 4-8 seconds 100-yard record, and F. Westing, broken in on 22 1-4 seconds, on a quarter-mile track.

The Columbia Field track is in fine condition and the running as fast as the one across the river.

Special attention is given to the development of the "hammer" and "shot" men. Of these now Adam Johnson, Gebige, Spear, and Lamm are doing well, and out of the lot, which will later include several young men, several winners should be shown.

Crosby has had wonderful success with all-around men, but who does not remember with pleasure the great hammer-throwing of Dickinson, Jack Ranier, Taylor, Hough, Johnson, Dodge, and the late John Irwin.

All apt, and not one who threw less than 105 feet.

Lamar, who promises to become a strong all-around man, is doing well in running, jumping and with the weights.

Franz is getting into good form and becoming a graceful vaulter. He is certainly a coming all-around man.

At a meeting of the board of governors, held on Thursday evening, sixty new members out of quite a large application list were elected. Certainly a splendid showing, and remarkable when the large number already elected is taken into consideration, and that during the driest season of the year. At this rate the club will soon have a waiting list.

At the boat-house Lieut. Baker is equally busy and on regatta day certainly deserves success for the efforts he is putting forth.

The great trouble with so large an amount of material as he has at hand is the lack of regularity on the part of those who are likely men, and who might be useful. Many seem to lack club pride or else they have the wrong conception of what is necessary to become a proficient oarsman. In and out rowing, hit or miss work will not do.

The junior eight has been selected, and during the week showed the most wonderful improvement imaginable. Body and leg movements have now been acquired and a letting down of the stroke has followed, and more speed is gotten in on every stroke, and speed with such power is the natural result. Several time trials will be had during the week.

The crew that will row on August 1, Regatta Day, is Carter, stroke; Clarke, 7; Shields, 6; Stewart, 5; Jaquette, 4; Wells, 3; H. C. Goodell, 2; Scoville, 1. Middle Row, coxswain; a strong, healthy, willing, and nifty crew.

Miss Ross is the coxswain's seat in jumping and with the weights.

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A World of Pleasure in a "World."

No stopping to fix this or that; no weekly bill of repairs; the WORLD will bowl along for many a thousand miles without a sign of wear or tear. J. S. Johnson is constantly making new records on a World. No bicycle in the world will satisfy you if a World does not. It is the best obtainable—a first-class \$100 wheel,

\$85.00

The Envoy and Feetwing

are a tie for second place. The ENVOY for Men and the FEETWING for Women—only one wheel beats them, and that is the World. If you see them you will fall in love with them; if you ride them, you will swear by them. Regular \$85.00 wheels.....

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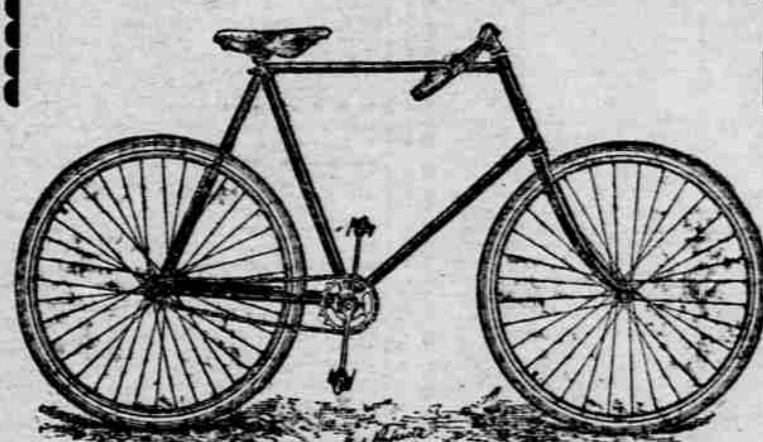
Agent for

Temple Special,
Lady Temple,
Superb, and
New Era Bicycles,

Browne, Christy, and Messinger Saddles.

Wheels and Tandems for rent by the hour, day, or week. Not old wrecks, but new wheels. Open every day in the year, from 7 a. m. to 11 p. m.

You Ought to Know It: THE SLIGH



Biking is one of the greatest pleasures of the young, middle aged and the old, as evidenced by the forty thousand riders in the city alone, but more than thirty-nine thousand of them will never know the full pleasure of the sport until they ride a SLIGH, the easy-running hill-climber.

There is all the difference in the world between MAKING your wheel go and FEELING your wheel go. Every wheel that is built, by comparison with the SLIGH, has to be made go. The SLIGH takes a hill with very little more effort than any other mount does a level.

Try a Sligh, and you won't be happy till you own a Sligh.

PRICE, \$85

\$10 down, \$2.50 weekly or \$10 monthly, just as you want. The peer of any wheel made.

W. H. HOEKE, Carpets, Furniture and Drapery, Corner Pa. Ave. and 8th St.

THE SMALLEY

a wheel that no maker has been able to improve upon.

\$100.

W. S. MCARTHUR, 1115 Ninth St. N. W.

THE IDE.

The Elliptical Spring Crank saves a surprising amount of labor in hill climbing. Tubular front forks and dust-proof bearings.

Whiting & Finney, 1137 14th St. N. W.

Whiting & Finney,

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Enterprise Cycle Co.,

Jno. W. W. Mgr., 812-14 14th St. N. W.

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\$2.05, \$2.95, \$3.95 Per Thousand.

Plasterers bring your orders. No cash required. These are the best quality four foot lath. Have \$200,000 on hand and will sell. Every plasterer's credit is good at

Thos. W. Smith's Lumber Yard, 1st and Ind. Ave. N. W.

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"Uncle Sam" Backs Up This Cycle!

The "Uncle Sam" Bicycle is the best made by the United States Government, and is stronger than any other in the world! 5,500 pounds pressure was necessary to bend it in a compression test—548 pounds dead weight laid on top merely bent it! For rigidity, strength, loss in running, and lightness these wheels are unsurpassed. \$100 is the price of Uncle Sam's Bicycle. Sold on favorable terms.

F. W. BUCKLER, 519 7th St. N. W. 1303 H St. N. E.

The Kankakee.

A PERFECT WHEEL. Riding School—proficiency guaranteed. Tires U. S. A. Wheels repaired. Berry & Pastorfield, 608 E Street N. W.

VIKINGS ARE \$100.

Visit and see the handiwork and strongest wheel made.

F. VON BOCKMANN, 1219 14th St. N. W.

then new fangled 'lectric tugs what's after a tow."

The odd-looking machine was the hydro-cycle, or as commonly called by its constructor a water bicycle, which had just been launched from its building place at the foot of Thirty-second street, F. E. Bright and G. W. Shook have been working away at the idea for some months, and they saw with satisfaction their completed machine glide into the water where it rode buoyantly and well. The little boat-house and jolting the Columbia Athletic Club's much talking during the last six months, but it was not until yesterday morning that one of the new model hydrocycles was finished.

BIRTH OF THE MACHINE.

The hydrocycle is the invention of L. V. Moulton of Grand Rapids, Mich. The first boat on the bicycle plan was built six years ago and used on Lake Erie. Since then improvements have been made from time to time, and now the machine has been brought to a point close to perfection. Many of the details, which have been adopted for the betterment of the apparatus are the result of the investigations of Messrs. Bright and Shook. The hydrocycles have been brought in parts to the boat-house at the foot of Thirty-second street, and will be put together as soon as possible. At present two are in working order.

The buoyancy of the machine is due to two eighteen-foot galvanized iron torpedo-like air tight catamarans, which are joined together by steel bars. The tips of the catamarans are made of copper and brought to a very sharp point. The ends of these air tanks are filled with fish tail rollers, one upon each catamaran, so that if one of them should break or be disabled the steering apparatus would still be in perfect order. These rollers are controlled by a wire chain running up to the front, where the rider can manage it.

The floating bed is very stable, and as Mr. Bright showed, three men may stand upon one side without upsetting

and in this a cushioned chair fit for a queen has been fixed. In fact, the hydro-cycle is now "built for two."

SPEDDY AND EASY.

To appreciate the fine points of the machine it is necessary to see it in action. Learning to ride the hydrocycle has not the terror that are found in endeavoring to manage a bicycle for the first time. Without any instructions the reporter was put on and told to pedal in order to go ahead, and to guide turn the handle bar. Away from the shore the machine went, and when safely outside the line of piers the rate of speed was increased. You can "scorch" as much as you please, for there is no water pollution to stop you.

All over the river, up and down, the voyage was continued. The ease with which the wheels, fitted with ball-bearings, move is surprising, and a remarkable degree of speed may be acquired. The sensation is as pleasant as it is novel and the sport possesses attractions of which land bicycling cannot boast. After several hours use of the machine Mr. Shook showed no evidence of being fatigued.

G. W. Shook, several years ago, on one of these machines of an old type, crossed Lake Erie from Detroit to Toledo, a distance of seventy-six miles, in sixteen hours. He says that he is willing to wager that he can go from Washington to Colonial Beach on the hydrocycle in the interval from sunrise to sunset. It is only a matter of time before these machines will be adapted to rough bay and even ocean waters, say the sanguine constructors.

\$10 to Niagara Falls and Return via B. & O. R. R.

The second of B. & O. series of popular excursions to Niagara Falls will leave Washington by special train composed of day coaches and Pullman Parlor Cars at 8:10 a. m., July 30, going by way of Philadelphia and the famous Lehigh Valley route, arriving at Niagara Falls 11 p. m. same day. Tickets limited for return to ten days, including day of sale. Fare \$10

Since his return Crosby has put into practice several new systems of training and coaching of beginners, and the results are very gratifying.

After the regatta a number of the rowing men will take up the track and field work at Columbia Field, and an unusually large class of amateurs for athletic work

sengers on excursion steamers, yachts, catamarans, and all craft, whether as observers or participants, taking part in regattas, amateur or professional, that may hereafter be held on navigable waters, the Secretary of the Treasury be, and he is hereby, authorized and empowered to his discretion to detail revenue cutters as may be adopted to insure the safety of passengers on said excursion steamers, yachts, catamarans, and all craft, whether as observers or participants, taking part in such regattas.

Approved, May 19, 1896.

COLUMBIA ATHLETIC CLUB.

In compliance with the request of a number of new members of the Columbia Athletic Club, Prof. Crosby will be in the gymnasium at the big clubhouse from 4 to 6 o'clock every Monday and Thursday afternoons and Wednesday evenings, from 8:30 to 9 o'clock. During the hours named the professor will take measurements and prescribe the proper and necessary exercise to develop and strengthen this or that portion of the body of the applicant as the examination may point out.

At the same time the proper use of all the gymnasium apparatus will be explained and practical illustration given. By the time the regular indoor season opens these members will be in fine shape to take up the regular work with the classes.

Crosby is spreading his usefulness in all lines. He is having several rings, such as swinging or traveling rings, put up over the swimming pool. In addition to this a diving platform will be erected and the pool will be made especially attractive to those who are expert and skillful not only as swimmers but as gymnasts.

The professor is busy teaching the youngsters, sons and relatives of members, how to swim and to do certain tricks in the water. When they are in exhibition shape a swimming evening will be given and will include all sorts of swimming and water gymnastics. It is hoped to give this interesting entertainment some time in October.

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